

ICAO/CARSAMPAF/WBA

Sharing Our Data - Airline's Involvement



How to be open on incidents as incentive for improvements

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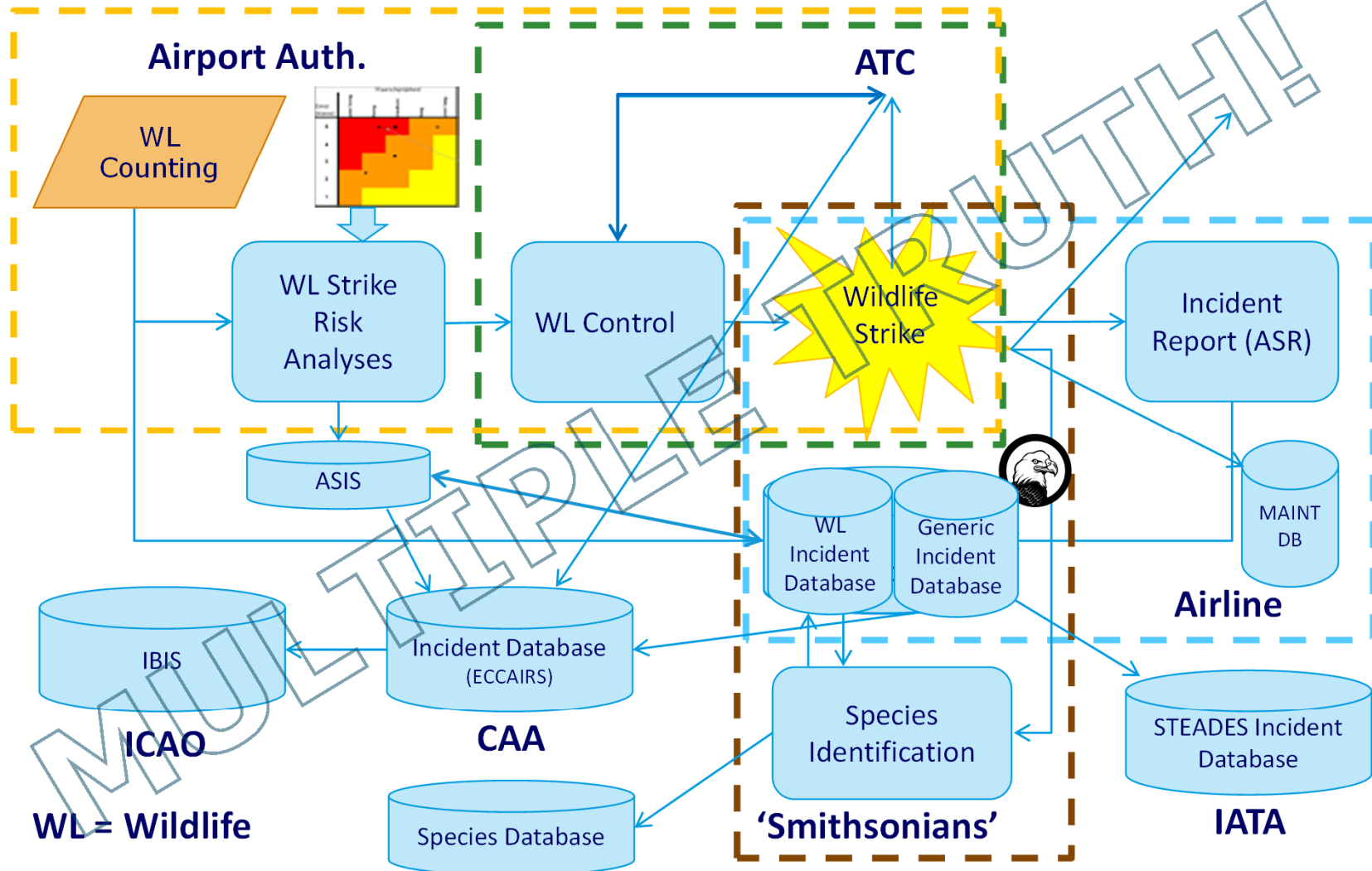
Mexico City
October 2014



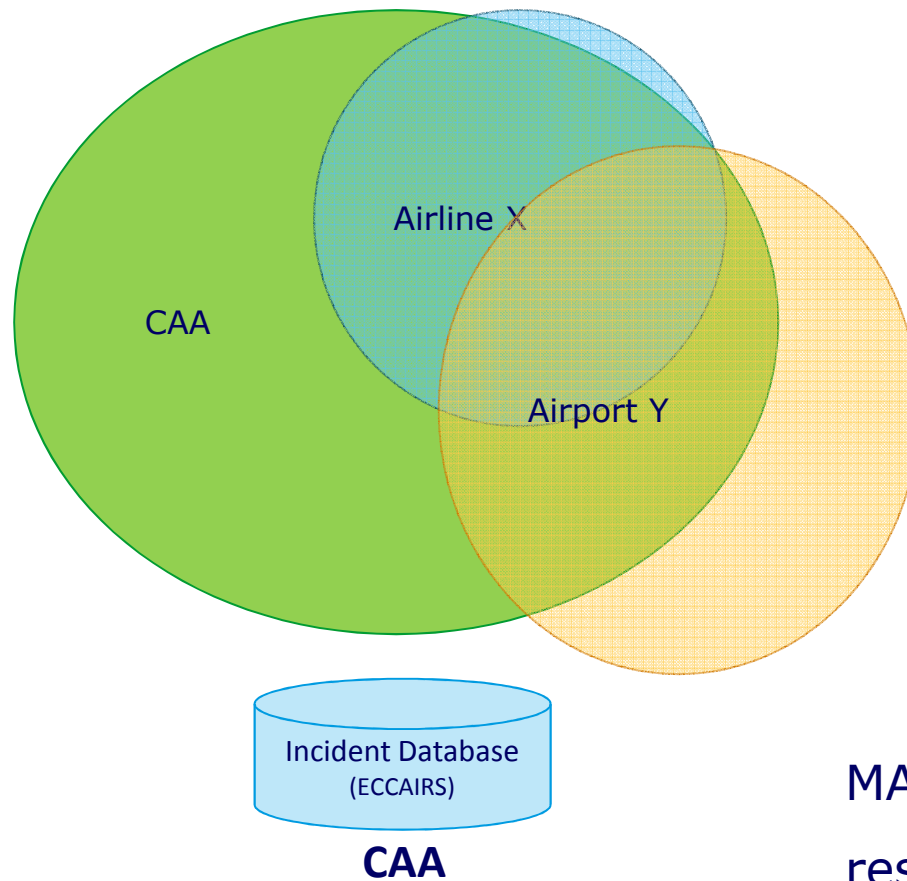
content

1. [refresh]: Anatomy of a wildlife strike
2. Anatomy of an Incident database
3. Just Culture
4. Improving data ...
5. Legal aspects
6. Conclusion

Anatomy of a wildlife strike



Anatomy of an Incident Database



- Airport Incidents
- ATC reports
- Airline Incidents

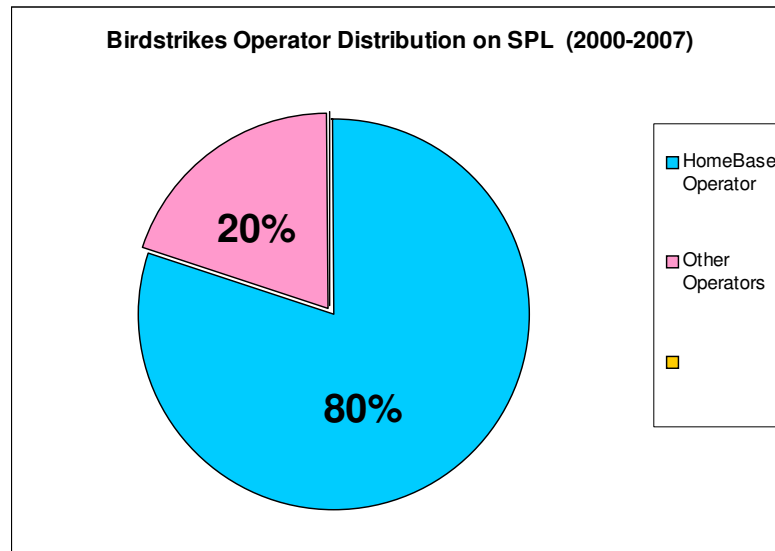
MATCHING of DATA
results in **ONE TRUTH**

Just Culture

- Definition: an atmosphere of trust in which people are encouraged, even rewarded, for providing essential safety-related information, but in which they are also clear about where the line must be drawn between acceptable and unacceptable behavior. (J. Reason, 1997)

Improving data

1. Always report a birdstrike

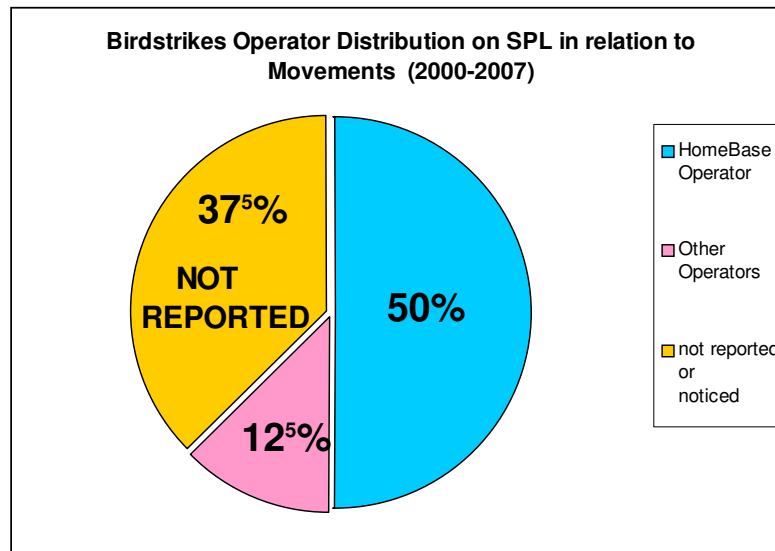


Airport Bird Control only receives bird strike reports from crew via Air Traffic Control.

General distribution of those reports is generic homebase operators report 80% of birdstrikes vs. 20% for other operators, while homebase operators movements represent only **50%** of all movements.

Improving data

Including the movements → Birdwatch receives data of only ~60% of actual birdstrikes



OR
~40% of crew do not report birdstrike to TWR

OR
Conclusion: When including movements in statistics, visiting operators do only report 12,5% of ALL BS.

Question:

What about Airports which do **NOT** have dominant homebase operator, but only visiting operators?

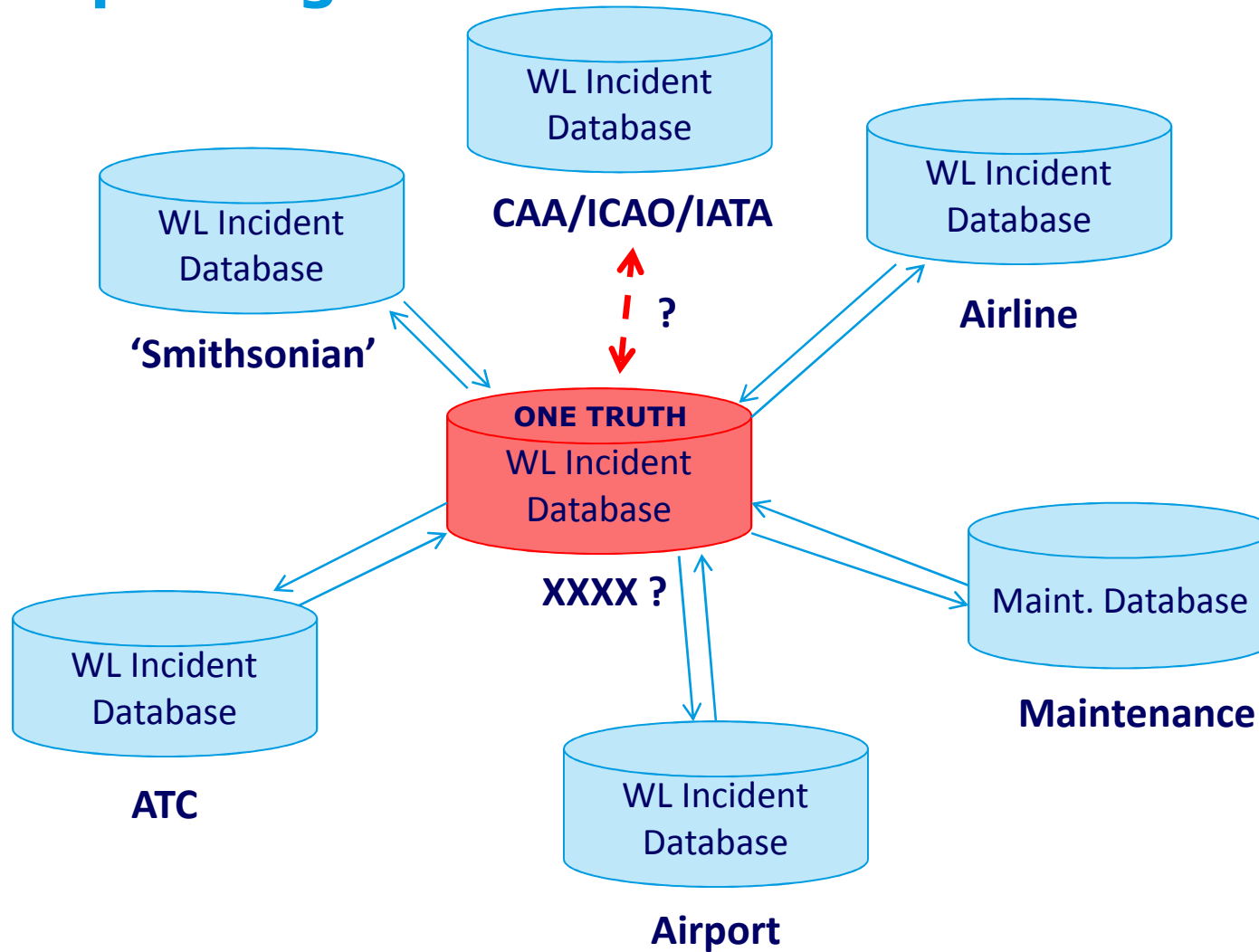
Why is visiting operator not reporting???

Improving data by reporting

- We must encourage crew to report valuable information
- Increase species identification (Maintenance activity)
- BUT MAINLY: lower the threshold for reporting
- One ENTRY for all crew reports:
 - Air Safety Report
 - Aircraft Technical Log
 - Damage Report
- Automate data fields:
 - A/C registration
 - Lat/long
 - Flight nbr, station, height, etc.
- All parties cooperates:
 - ATC, airport, airline, maintenance, 'Smithsonian's, etc.
- No manual intervention req.
 - "auto-matching"



Improving database structure



Legal Aspects

Liability:

- Worst driver for Just Culture
- Can result in hiding data
- Penalties for claims will be absorbed in higher charges
- Useless information, only to handle liability:

Examples:

A0001/14 NOTAMR A0000/14

(even REVISED !!!)

Q)EXXX/QFAHX/IV/NBO/A/000/999/5300N00000W005

A)EXXY

B)1405271424 C)1406302359

E)INCREASED BIRD ACTIVITY IN THE VICINITY OF THE AERODROME

Or:

E)CONCENTRATION OF BIRDS. CAUTION, BIRD ACTIVITY WITHIN 2NM RADIUS OF THE AERODROME. POSSIBLE HAZARD ON THE FINAL APPROACH OF RWY xx AND RWY yy.

E)CONCENTRATION OF BIRDS INCLUDING GULLS, STARLINGS, BUZZARDS, KESTRELS, DUCKS AND SMALL PASSERINES IN THE VICINITY OF THE AIRPORT. CAUTION ADVISED.

AD 2.23	Informations supplémentaires	Additional Information
Concentration d'oiseaux sur l'AD, prudence recommandée	Gathering of birds on AD, caution advised.	
Voies d'interventions dans la bande de piste dédiées au positionnement des véhicules SSLIA en cas d'urgence, de part et d'autre de la piste.	The intervention pathways within runway strip are dedicated for rescue and fire fighting vehicles in case of emergency.	

Other considerations

- FAA has made first step in opening their central database.
- An operator does not see advantage in satisfying 150 different databases (for each station/ country, etc.).
- ONE-STOP office (web-site).
- More...??

CONCLUSION

- Improve reporting by crew
- No punishment on reporting (Just Culture & legal)
- Openness of data will result in incentive for improving WL control.
- Introduction of new data formats for exchange (eg XML)
- WHO WANTS TO PARTICIPATE IN FIRST STEPS & DEFINING???

Questions?

